THE MARTIN STAR

March 1945

J. R. DAVIS, Chief Inspector

The Law Must Wait

J. R. "JIMMIE" DAVIS, chief inspector at Martin-Nebraska arrived in Omaha in the spring of 1943 after living, as he says, "at practically every Naval Air Station in the United States."

His father, Lt. R. J. Davis, (SG), is a veteran of 37 years' service in the U. S. Navy; his mother was a yeomanette in World War I and two of his brothers are serving in the Navy in the South Pacific. Jimmie himself has tried to get into the Navy 17 different times.

But for one reason or another he never entered the service and it has worked out advantageously to both himself and to the Martin-Nebraska Company. As it is, he has the important job of supervising all inspection of the fabrication of the B-29 Superfortress in Omaha.

His career in the aircraft industry began in 1939 when he went to work as a riveter for The Glenn L. Martin Company after practicing law for a year in Westminster, Maryland. In Westminster he found that there was considerable more to a successful law career than an LLB degree and a "shingle."

After serving as a riveter at the Martin Company for two months he was advanced to a leader. He transferred to the Inspection Department in December, 1939, on the PBM-1 and again became a leader in the Inspection Department in December, 1940. It was during this time that he took a "Cook's" tour of all Inspection divisions in the Martin Company. At the expiration of this tour he was transferred to Bellanca Aircraft Corporation at New Castle, Del., as a Martin resident representative.

In April, 1941, he was placed in charge of the Eastern Division of Outside Vendor Inspection as a General Foreman, where his duties were to start an Outside Vendor Division covering 50 percent of the Outside Vendors in the Eastern territory. These vendors numbered 150 and were scattered from Maine to North Carolina and as far West as Chicago. It was his job to train and instruct personnel. To this day he says his toughest job was arriving in New York with a list of vendors with instructions to hire and train resident inspectors. Working with men who had never been previously associated with aircraft, he succeeded in training this group as first-class inspectors of approximately 60% of the material used in the B-26, 187, Mars and PBM-3.

He returned to Middle River Plant as Special Assistant to the Chief Inspector in August, 1942. In January, 1943, he was transferred back to the Outside Vendors Inspection Division where he became Assistant Chief Inspector in charge of the Western Division.

And when the need arose for additional experienced personnel at the Martin-Nebraska Company, he came to Omaha in May, 1943, as Chief Inspector in charge of Outside Vendors. In July of the same year he became Chief Inspector.

Jimmie was born in Philadelphia in 1914, began his schooling in Norfolk, Virginia, at the Naval Air Station and continued his education in grade and high school at Charleston, S. C.; Great Lakes, Ill.; Lakehurst, San Diego and Moffett Field, graduating from high school at Lakewood, N. J. in 1931. He went on to attend classes in "lighter than air" school at the Naval Air Station at Lakehurst and then travelled to California, where he "boned up" on courses preparatory to taking entrance examinations for the Naval Academy at Annapolis. The examination came and he "flunked." But being a tenacious sort of a guy he was not discouraged and continued his studies at night taking extension courses in engineering sponsored by Stanford University.

After "fooling around with airplanes for three months," he again went east and entered law school at the University of Baltimore upon the advice of a friendly professor who told him that engineering was "too tough" to take in "part time" study. And, as Jim had to work during the day and wanted a profession, he took the professor's advice and dug into the law books. Running a garage by day and briefing cases and studying torts and equity by night he received his bachelor of law degree in 1938. One year of law practice convinced him his opportunities lay in some other field. So, with typical Davis dispatch, he grabbed a rivet gun and went to work at the Martin Company. He has, however, continued his studies and at present is "knee deep" in correspondence courses in aeronautical engineering.

Two hobbies, hunting and swimming, afford recreation from his inspection duties at Martin-Nebraska. The outdoor swimming season is short in Nebraska but he is philosophic about it, saying, "I don't get much time away from the job anyway." He finds the hunting in the middle-west excellent and will start out after rabbits, pheasants or any kind of game, whenever he has the time and opportunity.

Jim's wife is the former Margaret Reese, whom he married in Baltimore in 1941.

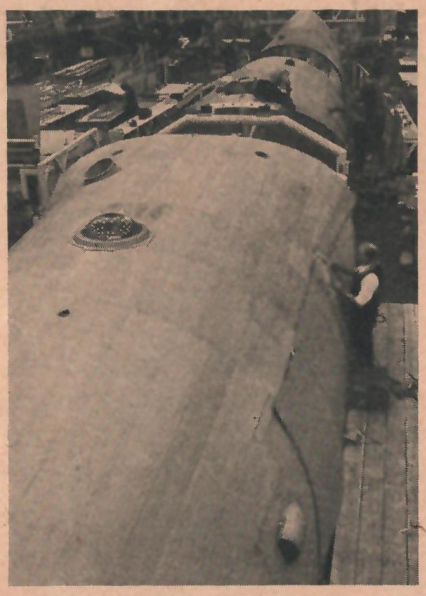
THE MARTIN STAR

Published Monthly by THE GLENN L. MARTIN COMPANY, Baltimore, Md.

A Dream Comes True

ON the vast floor space of B Building, a long-cherished dream is rapidly coming true, a dream which sooner or later would have been realized but was speeded up by the war, and will hasten its end.

In huge fixtures the hulls of the first three of twenty JRM Mars type flying boats are taking shape. Soon the first of these will be ready for delivery to the Navy, and the remaining nineteen will follow in rapid succession.



The first Mars, which has been in Navy service for more than a year, flying between Alameda and Hawaii, has lived up to and surpassed every expectation. It has transported thousands of tons of vital war materials and personnel. It functions so smoothly mechanically that it can make a three-day turn around. Its crews swear by it, know its reliability and ability to deliver. The Mars has proved that there is a future for the big flying boat in the world of peace to come.

The war has naturally brought many revolutionary advancements in aircraft of all types. Many of these will have served their usefulness and be discarded with the end of the conflict, but the Mars is one of a limited number of aircraft which will be able to carry on.

All of us here should be very happy that we have such a ship to build. When all twenty JRMs are in service, they will aid materially in ending the war against Japan. We should be proud of that extra fillip they have given. We should be happy that once the last shot has been fired, the United States can take its place as the leading builder of aircraft to transport the goods of the world; that we here at Middle River will have a ship to build that will play an important role in that dominance.

The dream of years is rapidly taking shape and will soon emerge from D Building Final Assembly to churn the waters of the Chesapeake Bay for a brief moment before taking off to the war and the future commerce of the earth.

The Red Cross

IT'S time again for the annual Red Cross Roll Call and another opportunity for each of us to lend a hand to this great organization by giving freely of our dollars.

The Red Cross has endeared itself to every man in service, no matter where his station. It has aided tens of thousands of victims of storms, flood, fire and other disasters. It stands forth as one of the greatest of all humanitarian organizations, ready to give food, shelter and clothing to those in distress, regardless of race, creed or color.

Thousands of American lives have been saved with blood plasma given to the Red Cross blood bank, but even more thousands have been given a much-needed spiritual lift by the presence of a Red Cross canteen at the fighting front or rest area; by the smiling service and unfailing good nature of the men and women who serve the Red Cross all over the world.

Keep on giving your blood, it's badly needed; but give, too, of your dollars during the Roll Call, so the Red Cross can supply our fighting men with other things which are also badly needed for their welfare and morale.

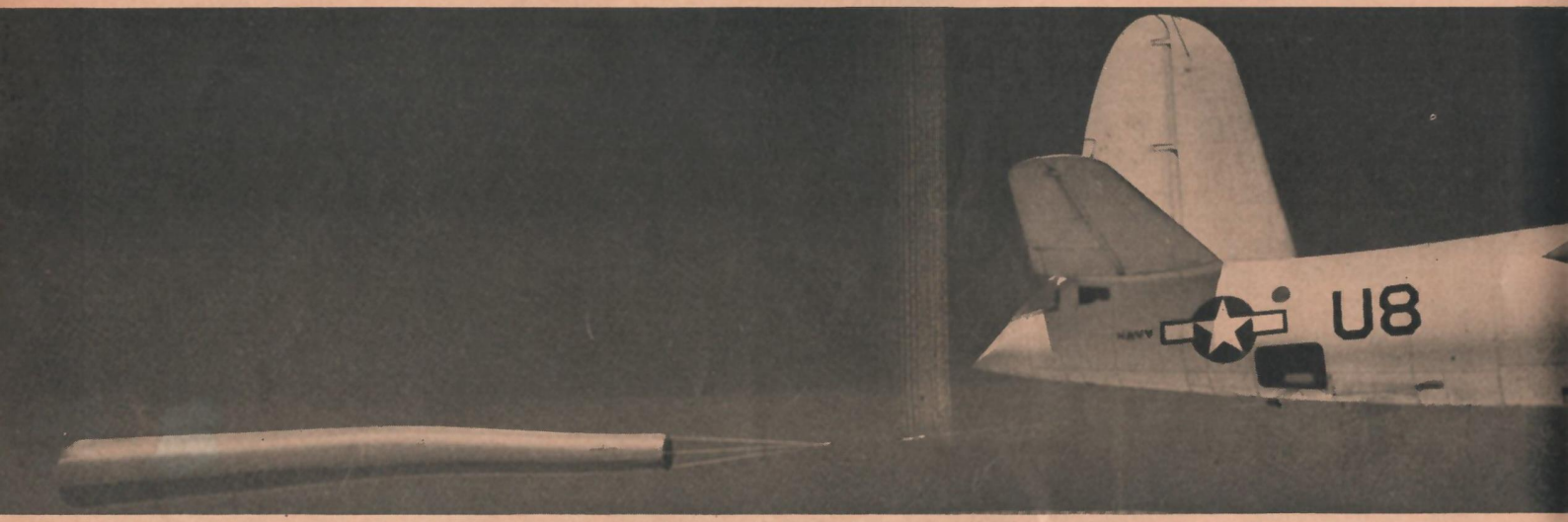
The Roll Call is on now—give, and give generously.

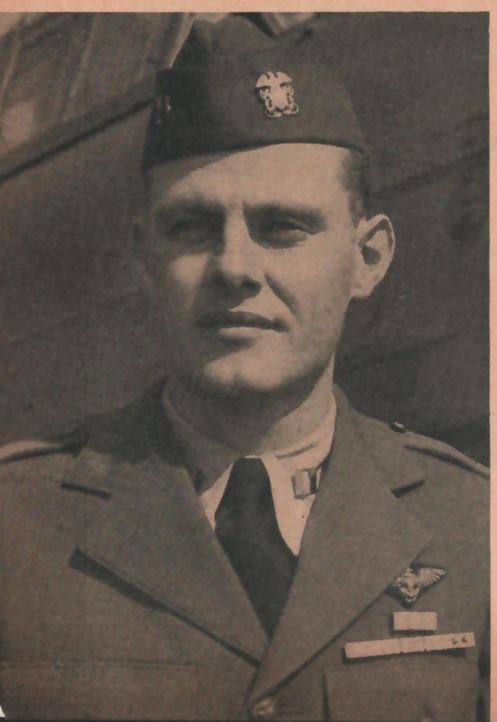
March, 1945 Vol. IV, No. 2

EDITORIAL STAFF

Editor: JOSEPH P. MURPHY
Managing Editor: ARTHUR W. PERKINS
Associate Editors:
JACK ANDERSON
BETTY LILLIBRIDGE
Photographic Editor:
R. L. ALEXANDER

Editorial Offices:
The Glenn L. Martin-Nebraska Company
Omaha 1, Nebraska





Handymen of the Air

A Marauder attached to Navy Utility Squadron VJ-9 in action. Top left: Loading equipment preparatory to a flight over the Fleet; top right: Tow Target sleeve is released from the stern; top wide picture: Ready for action, the sleeve is unreeled to a point where bursts from guns will not hit the airplane; Bottom side picture: The run over, the sleeve is reeled back close to the Marauder; Lower left: Lieut. J. D. Clark, one of the few squadron fliers who have been decorated, received the Air Medal for flying and swimming to the rescue of two Army flyers in the South Pacific; Left: The skipper of VJ-9, Commander Hal K. Edwards. Top of opposite page: The run over, the Marauder flies low over its field and the sleeve is released in the air so it will fall in a convenient place and can be retrieved.

Official U. S. Navy Photos.

Handymen OF THE AIR

Martin Marauders, designated as model JM-1 in the Navy, have played an important but unsung part in training anti-aircraft gunners. Their crews fly without glory, but without them lots of Jap planes would still be flying.

TO the Japanese in the South Pacific, "VJ-9" may have appeared to be a code for a Navy secret weapon for whenever the men of that unit were involved in an operation heavy enemy losses were soon to follow.

Dodging coral in small harbors and flying from rough airstrips, VJ-9 (Navy Utility Squadron Nine), flew in all tqpes of weather to train South Pacific fleet and island based anti-aircraft batteries and to carry out numerous gruelling combat search missions and daring rescues.

The information they secured on those search missions resulted in the destruction of enemy shipping and in successful counter measures for planned Japanese attacks.

In the combat zone, the pilots of Nine and other Navy utility squadrons serve as handymen of the Naval air fleet.

Squadron Nine proved itself as dangerous to Japanese aircraft as any fighter squadron in the fleet. Anti-aircraft gunners it trained have destroyed scores of enemy planes everywhere in the Pacific.

Flying fighters and single and two-engine bombers, VJ-9 towed targets to simulate varied enemy attacks for anti-aircraft gunners at sea and ashore, often just prior to a major battle.

Now on duty in San Diego, Nine is typical of the Navy Utility squadrons which fly without glory wherever there is air work to be done.

Nine recently returned from a year of duty in the South Pacific where its men flew both land and sea planes, usually interchangeably. Many of its men were at Pearl Harbor during the Japanese attack there, and most of the squadron has served at least two years overseas.

In the South Pacific the utility men had a standing order that rescue planes must be airborne five minutes after they received an order to proceed on a mission.

While drilling the Army and Marine gunners on Bougainville, the squadron had to time its flights to avoid Japanese aircraft and to plan its runs to avoid flying over enemy guns on part of the island.

"The Marines wanted us to tow target over the Japanese positions to insult them, but we never were allowed to do it, says Comdr. Hal K. Edwards, USN, who commanded the squadron through the South Pacific tour of duty.

Although the squadron continually flew planes through fields of flak while towing targets for anti-aircraft fire only one man was lost and that was because of a takeoff accident. Utility Nine's planes actually were hit more by lightning than by gunfire.

"One of our planes, piloted by Lieut. (jg) Felix F. Bertagna, was hit three times by lightning during one flight," Commander Edwards said.

"On the average, lightning would hit our planes, or the long steel cable they were towing, once a week. Fortunately, no serious damage was ever done by this."

The utility men's greatest satisfaction came when the fleet units they had practiced with went on bombardment or invasion missions and shot down large numbers of enemy planes. They knew they had a part in the victories.

For their work, they were commended by Vice Adm. J. H. Newton, USN, Commander, South Pacific Area, and South Pacific Forces.

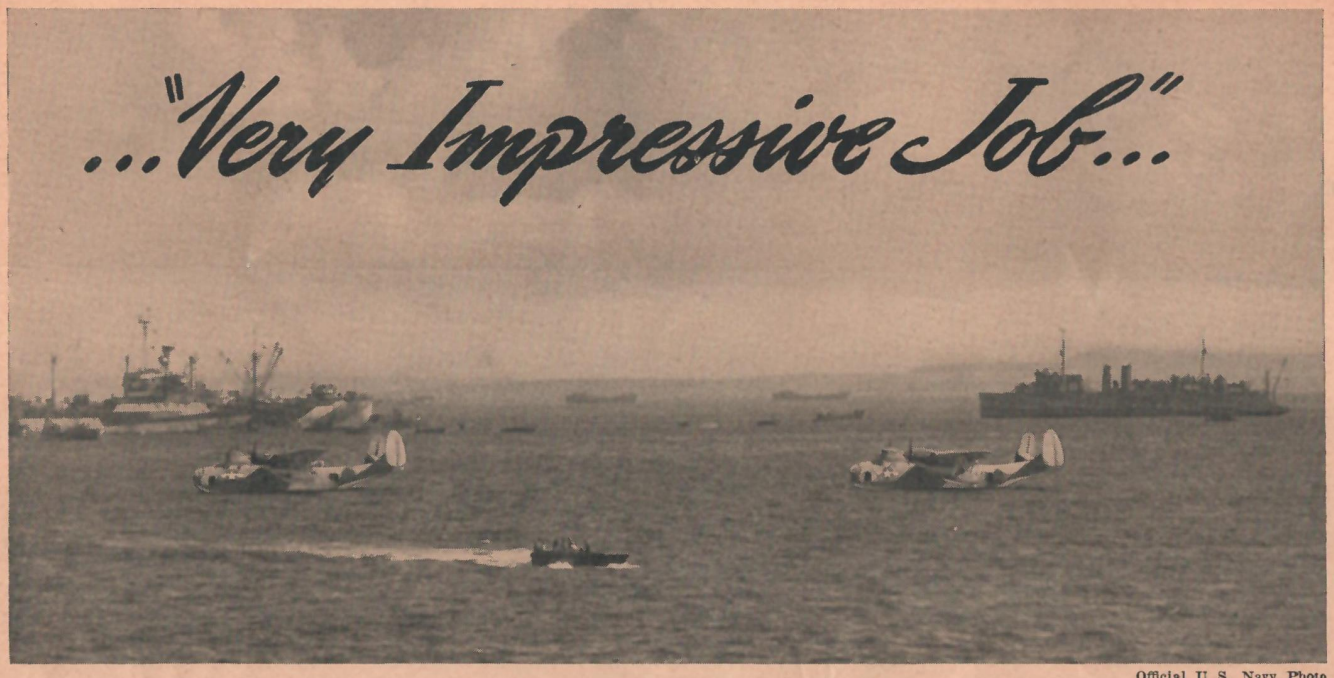
While practicing with one unit of the fleet, a VJ-9 plane spotted a Japanese submarine a few miles ahead and warned the ships in time to save them.

Lieut. J. D. Clark USNR, of Plainville, Ind., received the Air Medal for flying more than 120 miles through a tropical storm to save two Army flyers who had been forced down.

While rescuing an injured man from a small jungle island, Lieut. Eugene V.

(*Continued on page* 17)

"...Very Impressive Job..."



Official U S. Navy Photo

PBM Mariners with the Pacific Fleet at Saipan

The Assistant Secretary of the Navy tells the press about Martin Mariners in the Pacific—and the telling reflects credit on the PBMs and their crews, because they're right in there where things are hottest.

MARTIN MARINER patrol bombers, operating every hour of the day and night from the Philippines, are "more continuously in contact with the enemy than any other type" of Naval aircraft, Artemus L. Gates, Assistant Secretary of the Navy, disclosed recently at a press conference following an extensive tour of the Pacific.

Stressing the "very impressive job that the Navy patrol planes (largely PBMs) are doing," the Navy's assistant secretary declared that the flying boats were were arriving at their sea bases within a day or so of the first landings and cited specifically Morotai, Leyte, Mindoro and the Lingayen Gulf.

Flying from these new bases, the Mariners sweep as far on their searches for enemy combatant ship and merchant ship convoys as Formosa and the Ryukyu islands, just south of Kiushiu (one of the three principal islands of Japan proper).

Assistant Secretary Gates was accompanied by Vice Admiral Aubrey W. Fitch, deputy chief of Naval Operations, on the tour. The excerpts of the press conference follow:

ASSISTANT SECRETARY GATES: We have given you from time to time the work that the carrier planes have been doing. I think they have proved themselves by now both the tactical air force, in that they support the landing operations, amphibious operations, and also they serve as strategic air forces as borne out by the sweep that Admiral Halsey's Third Fleet made recently out in the South China Sea against both shipping and land objectives. But I think we have overlooked a very impressive job that the Navy patrol planes are doing—both land-based and sea planes, particularly—in connection with the Southwest Pacific areas and also the Central Pacific area. The seaplanes that we found were practically moving up with the landing operations. At Morotai they arrived there a day or so after the first forces went ashore, and operated from there as seaplanes. They moved up into Leyte—and I'm not sure about my dates—but within a day or so after the landing operations at Leyte, and operated from the protective bases there. The same thing applied to Mindoro. I think they went in at the same time as the Lingayen forces went in.

THE PRESS: Still seaplanes?

ASSISTANT SECRETARY GATES: Still seaplanes. Can't move the land planes in until your fields are ready.

THE PRESS: What type of plane is that?

ASSISTANT SECRETARY GATES: The PBM and the PBY but the PBM largely. Those pilots are carrying out the searches every hour of the day and night over areas from points in the Philippines. Some of those from the Central Pacific go as far as Formosa, and the Ryukyus. That's a pretty tough job—and they're certainly doing a good job.

THE PRESS: From where?

ASSISTANT SECTRETARY GATES: From the Philippines and the Central Pacific. I would say they are more in contact with the enemy than any other type of Naval flyer. Don't you think so?

VICE ADMIRAL FITCH: More continuously.

ASSISTANT SECRETARY GATES: Yes, more continuously in contact and they're doing it single-handed. I think they deserve a lot of credit. They're doing a lot of good work. And they are also, as a secondary operation, sinking ships steadily. Their main operation, of course, is a search operation patrol—to search out enemy air combatant ships and merchant ship convoys.

Another impression of a job well done was the job being done by the Marine aviators. They're consistently at work in some of these by-passed areas, attacking Japanese island bases; and apparently they, at the beginning of the operations in the Philippines, did an outstanding job there with both their night fighters and the day fighters.

In emphasizing the patrol pilots and particularly the seaplane pilots, I don't want to overlook the land-based pilots. The seaplanes operate until it is possible to put in land-based planes in that area, and the seaplanes are usually ready to move on and the land-based planes carry on the operation.

THE PRESS: These sea-based planes in places like Leyte—are they for the support of ground troops?

ASSISTANT SECRETARY GATES: No, their purpose is entirely search and patrol. They don't try—

THE PRESS: They don't try to interfere with combat actions?

ASSISTANT SECRETARY GATES: No, they carry armament but it's protective armament rather than anything else. They are going up against enemy coasts, you see, and they're running up against enemy aircraft and they have to carry guns to protect themselves but they don't pretend to be any support.

Official AAF Photo.

A B-26 Marauder of the First Tactical Air Force takes off from a field in France. This scene, both in England and France, was a familiar one to Roger Ward, whose story appears below.

Rags to Riches

By Roger Ward

The first Marauders in the ETO were homeless, unwanted orphans, but when they proved how hard they could hit the Nazis, they began reaping the richness of praise they so well deserve.

For the last two years, Mr. Ward has been head of the Martin Service organization in England. He has just returned to this country for a vacation.

THE lion's share of the 100,000 tons of bombs dropped by the Ninth Air Force in the 18 months ending in mid-January, were lugged over by our own B-26 Marauders in the European Theater. Lion's share is right, too, as it ran somewhere between 85 and 90 percent.

It was appropriate that the White Tail Group — the 323rd — was in on the 100,000th-ton mission, too, as that was the group which started the Ninth's great effort back in July, 1943, with an attack on Abbeville, blasting the base of Goering's Yellow-Nose fighters, who had been causing the Eighth Air Force heavy bombers so much trouble.

This time Marauders were carrying the load to the Germans—to St. Vith and Bullay, Ahrweiler and Rinthal, to be exact. They are playing a key role in the final phases of the magnificent march to Berlin.

That march didn't begin with D-Day, or right after von Runstedt's forces were turned back. It goes way back to the beginning of the dramatic story of air operations in the ETO in the summer of 1943. It is a long story, and I consider myself lucky to be one of those who had a ringside seat.

My imagination couldn't conceive what was in store for me in February of '43 when I went to New York, armed with an Army letter and an Air Service Command pass, to get a priority for a flight on Pan-American to England. That wasn't too hard to obtain, nor were the visas from the Irish and Portuguese consuls.

The trip over was slowed up somewhat by rough water conditions...Bermuda... Horta in the Azores...Lisbon...Limerick, with neither heat nor baths... finally London and, surprisingly, some fine, clear weather. Before the month was over I had been registered at the American Embassy ...obtained office space...found living quarters...talked to Col. "Jock" Whitney about shaking loose Marauder publicity and found him sympathetic...learned that there were only five Marauders in the United Kingdom... visited the Martin Company's sister firm for modifications at Southampton (Cunliffe-Owen).

(*Continued on page* 16)

Roger Ward photographed against one of his favorite Marauders upon his return from two years in Europe.

"JATO" to the RESCUE!

New take-off aid used for first time to pick up survivors of crash in Pacific. The JATO units were naturally on a Martin Mariner, which proved again PBMs can "take it" in rough water.

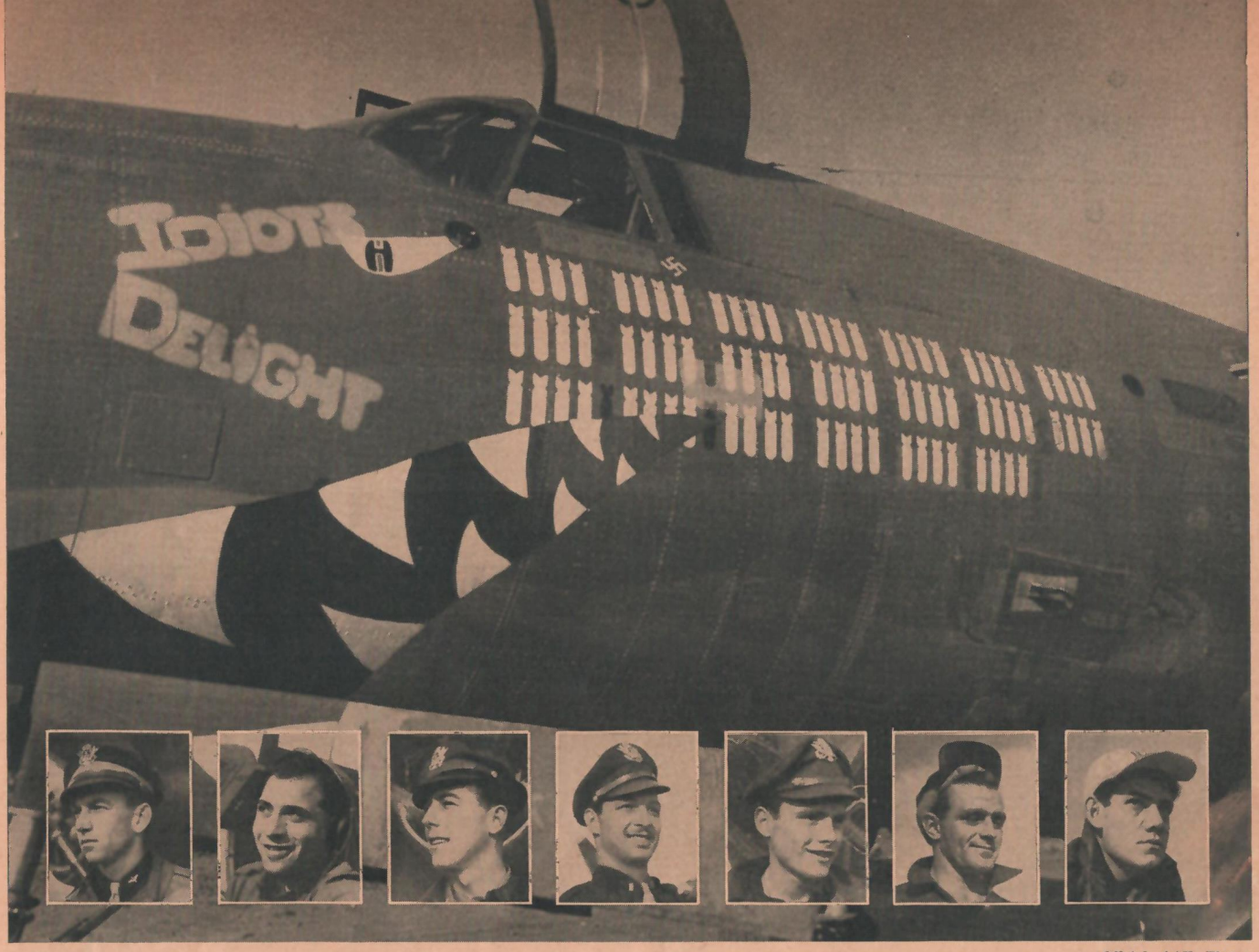
FROM seven-foot waves, lashed by a 20-knot wind in the tumbled, ugly waters of the Pacific some 450 miles from San Diego, the crew of a Navy Liberator was recently rescued by a Martin Mariner aided by JATO (Jet Assisted Take Off), the first of its kind reported.

This was one of two recent rescues, using PBMs, by the newly-formed Coast Guard air-sea rescue squadron. The other involved the crew of a C-47.

Of truly dramatic proportions was the Jato-rescue. The PB4Y, with a crew of eight and a puppy mascot, was heading out on a trans-Pacific flight when engine trouble developed and it reversed its course to San Diego. Frequent dead reckoning position reports were sent in to the Coast Guard base.

By jettisoning all loose gear, the pilot

(*Continued on page* 18)



Official AAF Photos

The B-26 Marauder "Idiot's Delight," the "hero" of the story below, and the crew which flew the mission. From left to right: Major Sidney P. Smith, flight commander; Capt. Alvin G. Plackter, pilot; 2nd Lieut. John J. Haher, co-pilot; 2nd Lieut. Paul E. Westbrook, navigator; 1st Lieut. Harvey W. Froehlich, bombardier; Sgt. George Thain, top turret gunner; T/Sgt. Joseph Rabel, tail gunner, a hard-hitting crew in a hard-hitting ship.

You Can't Keep a Good Ship—DOWN!

AT a 12th AAF B-26 Marauder Base on Corsica—Enemy supplies for the enemy Italian battle-fronts formerly came direct from Germany by rail to the fighting areas until 12th Air Force medium bombers in mid-July through September cut all links across the Po river.

Repeatedly the German engineers would throw up temporary structures to replace them, but just as quickly the bombers would return to knock them down.

The last rail link the Germans had across the Po between the Adriatic Sea and Torreberreti, 250 miles from the mouth of the river, was south of Ostiglia. Here German engineers built a 2000-foot wooden bridge to replace a steel rail and road bridge previously knocked down by B-26 Marauder medium bombers.

On the morning of September 26 the bridge was open for traffic for the first time. The Germans had set up 70 flak guns, the heaviest defenses on any bridge in the Mediterranean Theatre, to protect this new, vital link to the Nazi supply line.

But before any trains had crossed the structure, a major effort of B-26 Marauders in three waves returned to the Ostiglia area that same morning to blast the new bridge into the water.

The first wave hit the target at 11:41 hours, followed by the second at 11:43 hours, and by the third at 11:45 hours.

In the first formation, after leaving their base, the original formation lead plane was forced to return home because of mechanical trouble. But a veteran B-26 Marauder, Idiot's Delight, which had flown more than 100 missions in the Mediterranean Theatre, took over the lead position and the formation continued with a crew leading a formation for their first time.

Then, one of the gunners of Idiot's Delight discovered he had left his parachute behind. Headed for the hottest pin-point target they had ever flown over, the gunner told the pilot to continue on regardless and he would take his chances of being shot down.

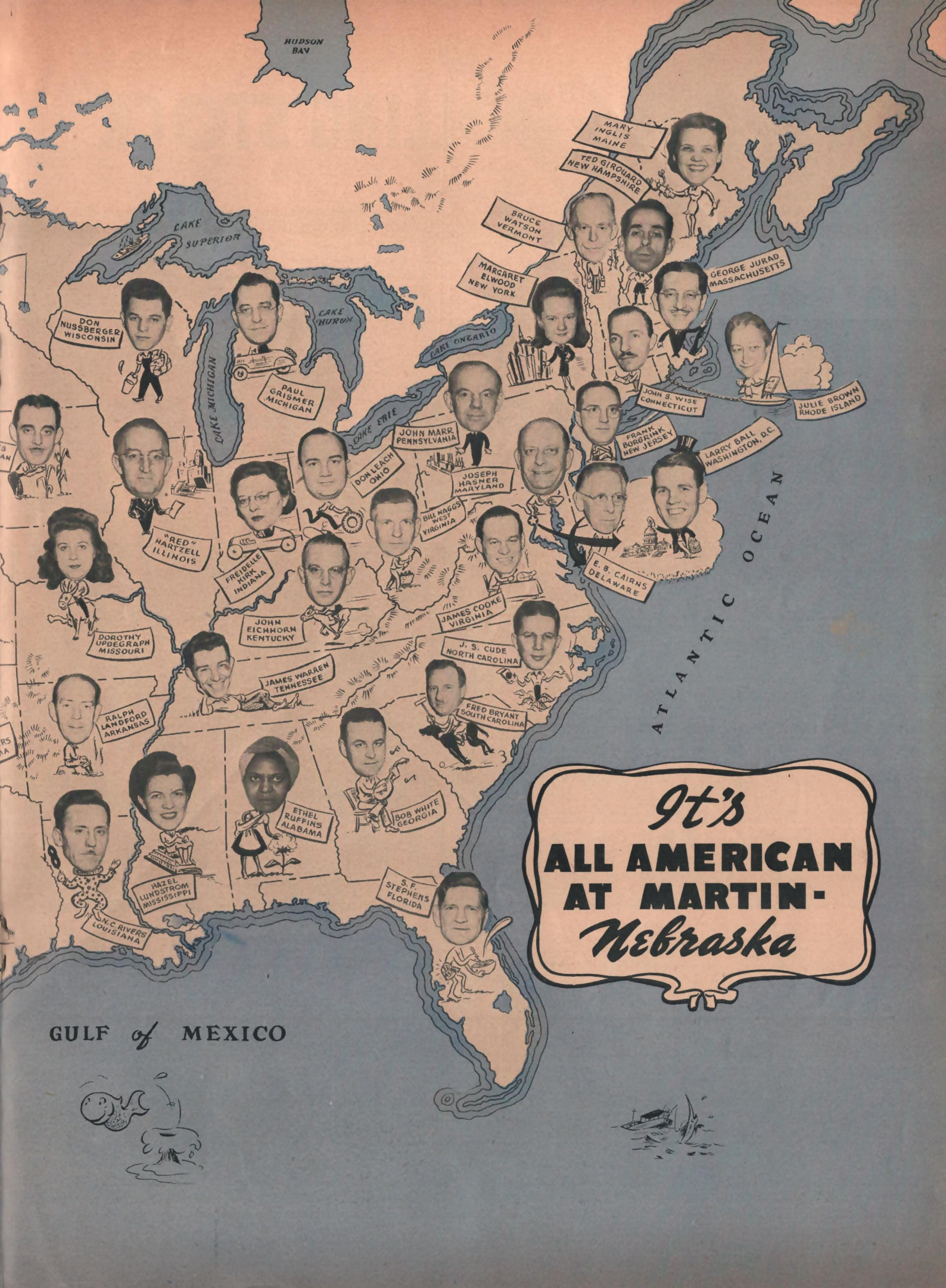
Over the target area the Marauders forged through an intense flak barrage, almost solid wall of flying steel. The navigator brought the formation out right on course, the bombardier lined up his Norden bombsight perfectly on the target and the pilot, ignoring the flak, held the formation straight and level.

The entire formation, pattern bombing on the lead plane, laid down a concentration of bombs from one end of the bridge to the other. Two spans were knocked down and hits from end to end caused severe damage all along the bridge to block the German supply line.

As a result of the entire mission, damage inflicted on the bridge was so severe that other spans soon collapsed and the enemy was forced to dismantle still others.

In the first formation of medium bombers, 24 were damaged by flak and Idiot's Delight was hit 11 times. But they all returned safely.

PACIFIC OCEAN
J.T. HARTSON WASHINGTON
EDNA WHITE OREGON
GEORGE RICH IDAHO
JOE LITTLE MONTANA
RAY ODENBACH NORTH DAKOTA
PAUL OWEN MINNESOTA
BERNARD PITTMAN SOUTH DAKOTA
HENRY SCHUTT WYOMING
MILDRED BOYD NEVADA
SILVER
GOLD
DENNIS CARLILE UTAH
NEBRASKA
LOUISE AGANS CALIFORNIA
VERNIE O'GRADY COLORADO
CLARENCE COOK KANSAS
JOHN RIVERS NEW MEXICO
FORREST VANDERVOORT ARIZONA
L.C. HAUGHESS TEXAS
GULF OF CALIFORNIA
N


HUDSON BAY
LAKE SUPERIOR
LAKE HURON
LAKE MICHIGAN
LAKE ERIE
LAKE ONTARIO
ATLANTIC OCEAN
GULF of MEXICO
MARY INGLIS MAINE
TED GIROUARD NEW HAMPSHIRE
BRUCE WATSON VERMONT
MARGARET ELWOOD NEW YORK
GEORGE JURAD MASSACHUSETTS
JOHN S. WISE CONNECTICUT
JULIE BROWN RHODE ISLAND
FRANK BORGRINK NEW JERSEY
LARRY BALL WASHINGTON, D.C.
E. B. CAIRNS DELAWARE
JOHN MARR PENNSYLVANIA
JOSEPH HASNER MARYLAND
DON LEACH OHIO
BILL NAGGS WEST VIRGINIA
JAMES COOKE VIRGINIA
J. S. CUDE NORTH CAROLINA
FRED BRYANT SOUTH CAROLINA
S. F. STEPHENS FLORIDA
BOB WHITE GEORGIA
ETHEL RUFFINS ALABAMA
HAZEL LUNDSTROM MISSISSIPPI
L. C. RIVERS LOUISIANA
RALPH LANDFORD ARKANSAS
JAMES WARREN TENNESSEE
JOHN EICHHORN KENTUCKY
DOROTHY UPDEGRAPH MISSOURI
FREIDELLE KIRK INDIANA
"RED" HARTZELL ILLINOIS
PAUL GRISMER MICHIGAN
DON NUSSBERGER WISCONSIN
It's
ALL AMERICAN
AT MARTIN-
Nebraska

Martin-Nebraska "ROLLING STOCK"

Modern war not only moves on wheels on the battle fronts but on the home front as well. Shown on these pages are just a few of the dozens of home front "battle wagons" that move on wheels at Martin-Nebraska.

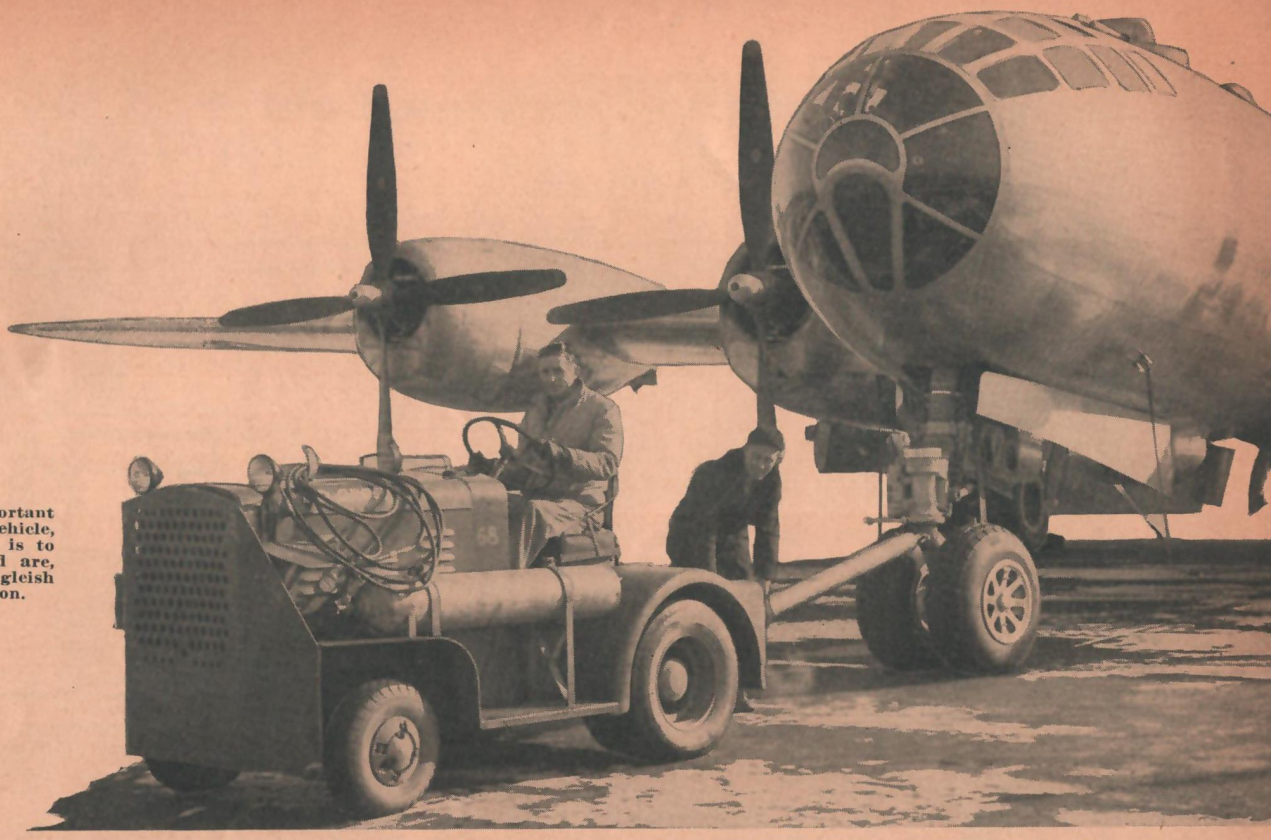
At left is one of the giant cranes. In the cab is John Snyder.

Part of Martin-Nebraska's fire fighting equipment is this powerful 155 crash truck. Pictured are, left to right, Earl Freeman, Captain Harold Heely and William Oelke.

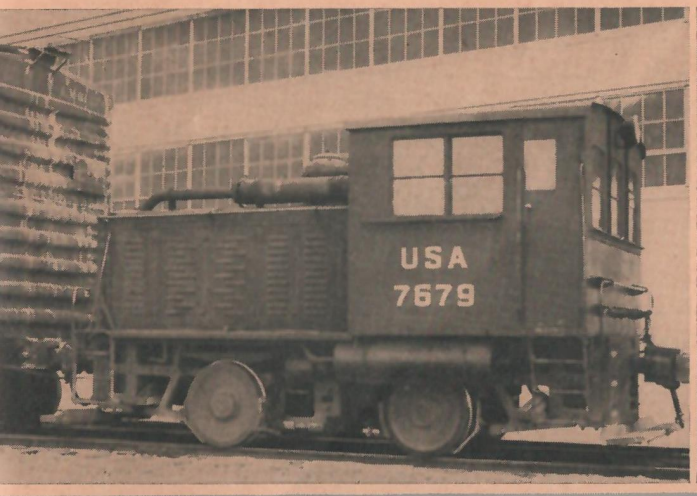
Mounted on the back of this truck is a giant block of cement to give the traction needed to pull heavy loads in stormy, slippery weather. In the cab is Frank Fitzpatrick.

A person has to move fast to keep up with Helen Clark when she "steps on the gas" to move this scooter.

Many special machines are available at Martin-Nebraska to clear snow from runways, walks and roads. This sweeper is operated by Gus Voss.



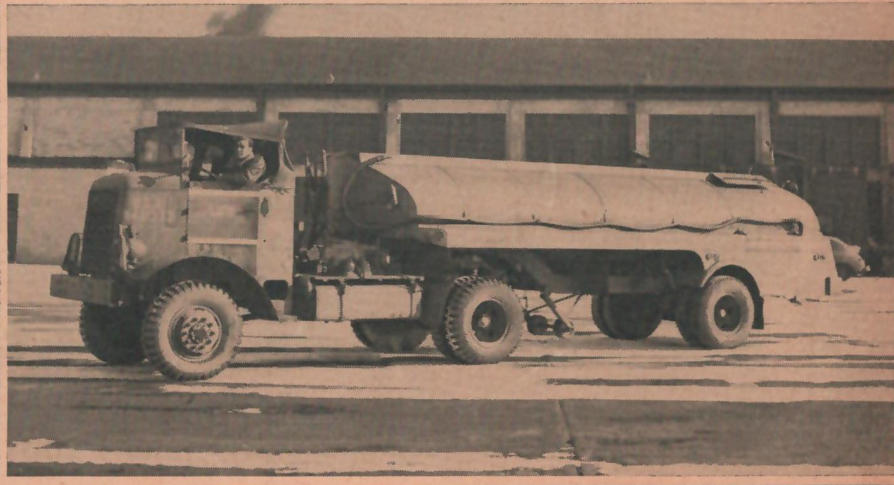
One of the most important functions of this vehicle, known as a "mule," is to tow B-29's. Pictured are, left to right, Cy Dalgleish and Howard Benson.



Here is the "choo-choo." Diesel powered, it is used to move the hundreds of freight cars which bring B-29 sections and parts.

Emergency equipment at Martin-Nebraska is considered excellent. Pictured with this ambulance are, left to right: Harold Reeder, Dolores Giesen and Gerald Reid.

Here is the Transportation department's "big bus," the one which is used to move personnel between Modification and the Main Plant. Driving is "Hap" Wood.



There is always plenty of gasoline to power the B-29's which are carrying the war to Japan's front door. On this giant truck is Pfc. Richard Brooks.

How to Treat the Common Cold

By G. P. McArdle, M. D., Medical Director

ONE of the worst saboteurs of war production and one of the worst producers of human discomfort and misery is the ordinary, common cold.

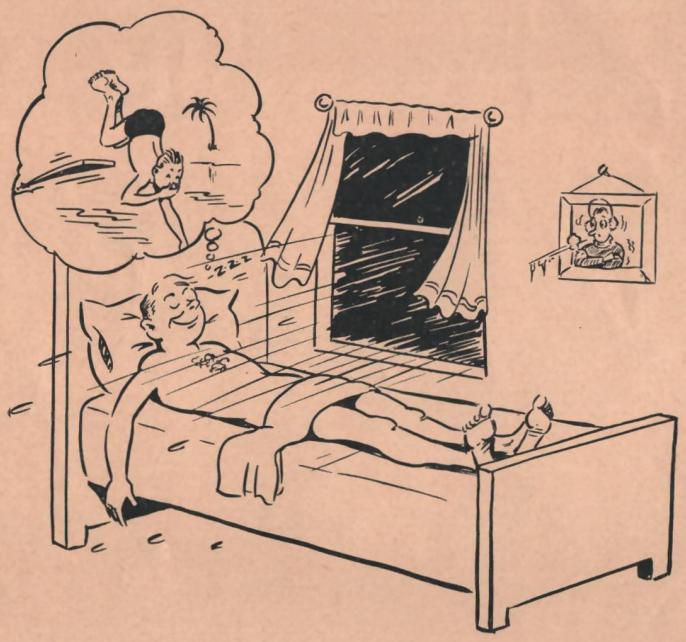
The American Institute of Public Opinion has estimated that in one typical year there have been more than 24,000,000 colds in one winter month in the United States. The same estimate revealed that time lost off the job was from three to ten days for each case.

The seriousness of this problem is further amplified when it is realized that last year colds cost workers more than $400,000,000 dollars in lost wages and that, on the average, every man, woman and child experiences about two colds each year.

Although the duration of a cold is approximately two weeks regardless of whether or not it is treated, it is common knowledge that proper treatment lessens discomfort and improves working efficiency. What's more, proper treatment often permits the sufferer to get back to work sooner than otherwise.

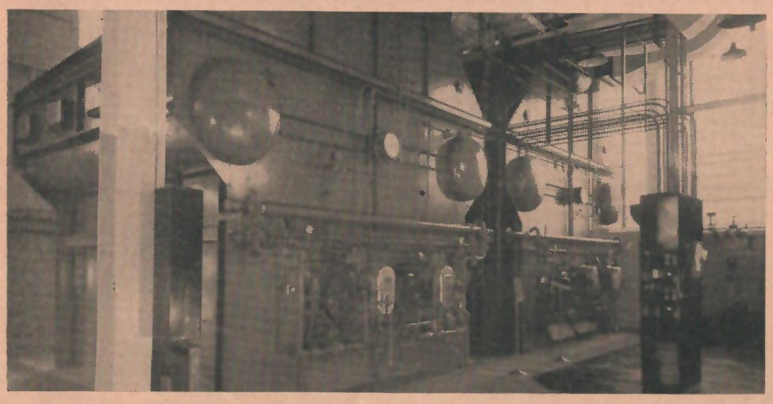
Because of the importance of proper treatment and because of the shortage of physicians, the following procedure is suggested to employees:

Survey estimates that every man, woman and child has about two colds yearly.

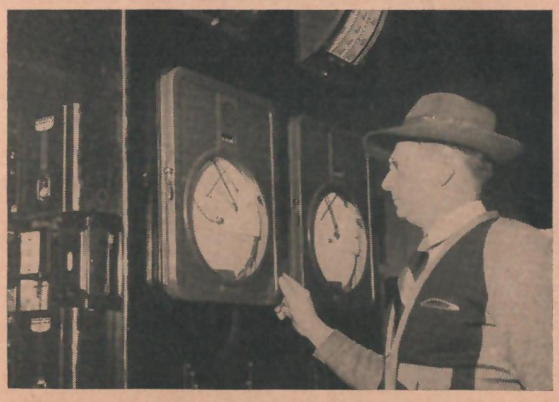


Sleeping without adequate covering is one sure way to court a cold . . . especially if you have been perspiring.

1. Rest in bed is advisable for those with a fever of 99.6 or higher and always for children and older adults.
2. Drink plenty of fluids, especially while carrying the fever. (Drink at least 3½ quarts a day; this may be fruit juices, carbonated beverages, malted milk, tea and the like.)
3. Induce sweating by a hot bath and hot drink; stay in bed while perspiring.
4. Steam inhalations are helpful.
5. For pain and aches, take two aspirin tablets four times a day.
6. If the throat is sore, use hot salt gargle (one teaspoonful to a glass of water) every hour.
7. Use some mild laxative if necessary and remain on a soft or liquid diet.
8. If fever persists and you develop pain on breathing, shortness of breath, rapid pulse or severe cough, by all means consult your family physician at once.



Rarely seen by Martineers are these two giant boilers at the Main Plant which supply the steam required for manufacturing, as well as a great deal of the steam required for heating.



Kenneth Oliver is shown here at the mechanism which controls and records the operation of the two boilers.

Martineers Hail From Every State in the Union

TEAMWORK—on the battlefield and on the homefront—is what it has been taking and what it will continue to take until total victory is ours. And concrete evidence that each one of the 48 states on the homefront is "pitching in" as a team can be found right here at Martin-Nebraska. There are representatives from every state in the Union helping to build the B-29 Superforts.

Nebraska, quite naturally, heads the list of percentage of total employees working at the Plant from any one state. According to the latest available statistics, the next seven states with the largest percentage of employees at the Plant rank, in order: Iowa, California, Maryland, South Dakota, Missouri, Illinois, and Kansas.

Printed below are the names of one representative from each of the states. Their pictures are found on the state they represent on the United States map in this issue.

State	Name	Department
Alabama	Ethel Ruffins	Janitor
Arizona	Forrest Vandervoort	Tool Design
Arkansas	Ralph Landford	Educ. & Train.
California	Louise Agans	Inspec.-Plan., Mod.
Colorado	Vernie O'Grady	Inspec.-Plan.
Connecticut	John S. Wise	Tool Eng.
Delaware	E. B. Cairns	Salvage Bd. Stress Eng.
Florida	S. F. Stephens	(Second Shift)
Georgia	Bob White	Engineering
Idaho	George Rich	Factory Mgr. Staff
Illinois	G. Hartzell	Plant & Equip.
Indiana	Fridelle Kirk	Factory
Iowa	Charles Zimmerman	Home Service
Kansas	Clarence Cook	Lab. Adj. Comm.
Kentucky	John Eichhorn	AAF
Louisiana	N. C. Rivers	Tool Eng.
Maine	Mary Inglis	Inspection
Maryland	Joseph Hasner	Machine Shop
Massachusetts	George Jurad	Protection
Michigan	Paul Grismer	Prog. Eng.
Minnesota	P. C. Owen	Tool Eng.
Mississippi	Hazel Lundstrom	Home Service
Missouri	Dorothy Updegraph	Production
Montana	Joe Little	Timekeeping
Nevada	Mildred Boyd	Tool Planning
New Rampshire	Ted Girouard	Lab., Mod. 2nd shift
New Jersey	Frank Borgrink	Tool Inspec.
New Mexico	John Rivers	S.P.I.
New York	Margaret Elwood	Production
No. Carolina	J. S. Cude	Small Parts
No. Dakota	Ray Odenbach	Personnel
Ohio	Don Leach	Small Parts
Oklahoma	Fred McPheeters	Legal Dept.
Oregon	Edna White	Inspec. Wings
Pennsylvania	John Marr	Cafeteria
Rhode Island	Julie Brown	Field
So. Carolina	Fred Bryant	Photo-Art
So. Dakota	Bernard Pittman	Flight Operation Mgr.
Tennessee	James Warren	Maintenance
Texas	L. C. Haugness	Sub-Assembly
Utah	Dennis Carlile	Labor Rel. Asst.
Vermont	Bruce Watson	Phys. Lab.
Virginia	James Cooke	Tool Eng.
Washington	J. T. Hartson	President
West Virginia	Bill Naggs	Factory
Wisconsin	Don Nussberger	Tool Eng.
Wyoming	Henry Schutt	Final Assembly
Washington, D. C.	Larry Ball	Photo-Art

★ ★ ★

Martin-Nebraska News In Brief

Several thousand Martin-Nebraska employees attended the matinee and evening performance of a musical revue which was staged at the Omaha Technical High School auditorium on Sunday, February 11.

The program presented a cast of more than 100 persons and 11 musical acts. It was staged solely for the benefit of employees and members of their families. There was no admission charge.

Featured were the Martineer band and the a cappela choir. Other acts were a male quartet, a cornet quartet, several vocal solos, a piano specialty and a tap dance routine.

★ ★ ★

Martin-Nebraska has been awarded the Army Air Forces "Approved" Inspection rating during 1944, General Ray G. Harris, commanding general, Midwestern District, Air Technical Service Command, announced recently.

In commending those responsible for the rating, General Harris said, "I wish to express my appreciation to each worker, as well as to the company and Air Technical Service Command inspectors who made these ratings possible."

The operation shown here—which looks somewhat like the ironing of bed sheets on a giant mangle—is actually the making of white prints of engineering drawings. The machine, known as the automatic Ozalid dry printer, was formerly located at the Modification Center but recently was moved to the Reproduction department in the Engineering building. It is the only machine being used here to make second original drawings by a direct positive photographic method. The women pictured are, left to right, Betty Hass and Marie Perry.

★ ★ ★

One of the unusual operations occurring daily in the Finishing and Plating department is the de-greasing of various materials and parts. A hoist is used to lower the items into a steam-filled tank. The process takes only a few moments. Shown in the picture above are, left to right, William Miller and George Breeding.

Rags to Riches

(*Continued from page 7*)

In those early days the few pilots who were flying B-26s were not too favorable. None, that is, except Col. Millard Lewis. It was his knowledge and enthusiasm, as much as any other single factor, that made possible the debut of the Marauders and their subsequent all-important role in the taming of the Luftwaffe.

In those days the spares program was a real problem. Orders were being sent back for net quantities, traveling through five points before reaching the United States. It took six months to get the spares through. This was just one of a number of battles to be fought and won before the Marauders were able to show to best advantage. B-26s were low on the priority lists then.

In April, 1943, I met Lt. Col. Glenn Nye (now Colonel), the brilliant commander of the Annihilator Group, the Marauder pioneers in the ETO. Another month passed and the first two low-level missions were flown to Ijmuiden, the E-boat pen bases in Holland. Those were bad days for the Marauders. There were more delays, more training, and the morale-building bout with the fine men of the AAF, who had temporarily become dubious about the Marauder's merits.

The second great program was that of educating the ground crews. Few of them were fully acquainted with the B-26. It was our job to train them. They learned so well that our staff over there has been considerably reduced. It was a matter of time.

Our third and fourth programs were to teach them how to repair battle damage with the material on hand and to get the spares speeded up. Now spares arrive each month in complete lots for the following month's needs. That also took time, patience, study and coordination — over there as well as back here at Martin's.

Our red-letter day came on July 16, 1943, when a successful raid was made on Abbeville. The Marauders, led by Col. Herbert Thatcher and the present White Tail Group C. O., Col. (then Lt. Col.) Wilson Wood, flew over at 12,000 feet and dropped the first of the 100,000 tons of bombs dropped by what is now the 9th A. F.

Get Top Priority

Two weeks later Marauders held top priority rating with the Eighth Air Force Service Command. Commanders were recognizing the value of the ship when used as a medium bomber. Altitude was dropped to 9,000 feet to gain speed. In November the Eighth changed its name to Ninth—as far as Marauders were concerned.

Winter weather and fog were causing trouble. The solution came with the development of the Pathfinder technique, which made it possible for Marauders to be used in poor weather or, as they eventually were, at night.

From the standpoint of operations, Marauders have completed a cycle that can be divided into four major campaigns. The first was the attacks on enemy airfields, mainly fighter bases. The B-26s drove the Luftwaffe fighters out of France long before D-Day, thus providing the big brothers of the Eighth Air Force — the Forts and Libs — with a clearer route to the heart of industrial Germany.

Secondly, came the buzz-bomb launching-site campaign. As soon as the Nazis erected their platforms in the Pas de Calais region, our mediums would fly over and by their precision technique destroy the installations. Thus when D-Day finally came, there were no buzz-bombs to upset our effort.

Meanwhile, the third campaign was under way—that of stalling and thwarting the communications system of the Nazis in France. That was vital, because the Germans relied upon mobile defenses. We blasted their bridges and railway marshalling yards. Only two main bridges stood on the Seine River on D-Day, thanks to the Marauders. Thousands of the prisoners taken by our ground forces were captured due to the collapse of their communications set-up.

Cooperated With Ground Forces

The fourth and present phase was close cooperation with the ground forces—blasting enemy supplies, troop concentrations and helping to clear the way for our own rapidly-advancing troops. To do this involved the movement of the Ninth Air Force from the established system and bases in England to temporary fields and primitive living conditions in France. All the work was done under open skies (the hangars had been blasted by the same Marauders before the move to France).

But the Marauders stood up better than the men.

I experienced some adventures in pursuing the Marauders. At 6 P. M. last June 16 I left my London office and 35 minutes later it was a shambles from a Nazi rocket. Those rockets sounded like an enormous thumbnail scratching across a giant washboard. They spouted two blue funnels of flame and their bodies glowed like neon lights.

I went to France in September on an LCT with my British-made car—and that "heap" has no name fit to print, as far as I'm concerned. Almost every time I rode in it, there was engine trouble. Only once did it come through—and thereby hangs my most exciting adventure.

The Meuse river valley had flooded. I was heading north in the eastern part of France late in November after inspecting

Martineers were among those who attended the recent wedding of Miss Alice Lenore Vollmer, daughter of Mr. Harry F. Vollmer, Vice-President, Manufacturing, and Capt. William Francis Applegarth. Pictures at left were taken at the reception at the Belvedere. In the top photo the bride and groom are being greeted by Mr. and Mrs. Daniel W. Siemon; in the bottom picture, guests are Mr. Ellsworth Knight, Mrs. Ellsworth Knight, Jr., Mrs. Minta Martin and Mr. Glenn L. Martin.

some bases. I was at Nancy and wanted to get to Metz. An MP told me the roads to Metz were OK. I had no map of this region and, by mistake, started east from Nancy.

The roads were narrow and my car, fortunately, very muddy. Signs read "mines cleared to ditches." There were a few convoys going my way. Suddenly, however, I noticed that I was alone Then the signs began reading "MEINEN" I began to worry. Dead cattle...abandoned German equipment...a pair of beautiful brown horses still harnessed to a German field piece...villages with staring townsfolk...German signs.

I turned left, figuring that would eventually get me to Metz, and speeded as fast as the car would go. I was stopped once by a British MP. Then on to Metz. I asked an American MP how to get west. He referred me to the supply officer's headquarters. There I learned that the only route from the island fortress was to the east, the one I had traveled over, and that the Germans still commanded some roads in the area over which I had traveled. I had been in No-Man's Land.

Stayed for Chow

The American supply officer asked me to stay for chow, which consisted of half German and half American food. The German food was quite good.

As I was about to leave, the engine quit again...but it had brought me to safety through German territory. Perhaps machines get scared sometimes, too.

There were other adventures...like the time when I drove Princess de Nicolay and her baby from Paris to their chateau, where the Marauder commanders had established a base. She was overcome with gratitude and served us champagne and sausage. I later learned she would travel 160 miles on a bicycle to get a bag of potatoes.

I once dined with a member of the staff of *Life* and *Time* Magazines in Paris. We had two bottles of red wine, oysters, boiled ham steak, potatoes and lettuce and the bill at a bistro (eating place) came to $28.

On December 11, I left France via Le Havre and three weeks later was aboard a surface vessel heading for the United States. On board were 1,000 American casualties; 2,000 men who rated 30-days leave from combat, and about 30 English wives of Americans with babies, coming over to live with their soldier-husbands' families.

There weren't many dry eyes when we finally spotted the Statue of Liberty.

★ ★ ★

Handymen

(*Continued from page* 5)

Schmidt, USNR, of Springfield, Mo., crashed on a forced down-wind takeoff. As his plane started sinking, he broke out a life raft and placed the injured man on it.

Leaving a doctor to stay with the patient, he swam two miles to shore to get aid from the natives and then swam out to the raft again and helped tow it back to the island. All hands were saved.

Members of the squadron give credit for much of their success to W. F. Gillihan, Chief Aviation Machinist's Mate, of Edgerton, Kan., who directed the line maintenance work on their planes. He and his crews kept the planes in such good condition that VJ-9 flyers never worried about mechanical failures.

Although in many of the areas where the targets are towed the gunners are forced to shoot at enemy planes daily, the crews have found it easier and less costly to correct errors in practice than in actual combat.

Two-engine planes, many of them Martin Marauders, are used for photographic missions and long target runs such as those over the fleet. Smaller planes are used for shorter missions to effect greater economy.

First-line combat planes must be used to make the practice runs at the speed normally expected in battle. Slower planes would make the gunners inaccurate.

The target consists of a long hollow sleeve which is towed by the plane at the end of a long cable. The sleeve is carefully streamed out after the plane is in the air.

After target practice, the plane flies low and, with a special mechanism, releases the sleeve and takes in the cable.

THE Martin GIRL

"JATO"

(*Continued from page* 8)

was able to maintain altitude on reduced power until all four engines cut out simultaneously. The Liberator broke in two on impact, but remained afloat for about five minutes. The entire crew got free of the plane and boarded three inflated rafts which they tied together.

Two Mariners from the Air Sea Rescue Unit at San Diego were airborne not long after the crash on the morning of January 12. One was a regular rescue ship and the other, "Old 86," had been used as a trainer for Jato work. At the controls of "Old 86" was Comdr. D. B. MacDiarmid, USCG, a veteran rough-water man who had seen service in Greenland and Alaska. He had never flown a Mariner, however, prior to assuming command of the rescue unit.

"Old 86" had a battered hull. It had been used on loan from the Navy to find out all there was to know about rough-water landings and takeoffs. This was her first glory ride—a real rescue mission.

Ready for rough sea conditions, "Old 86" sighted the Liberator's survivors about ten hours after the crash. Here is Comdr. MacDiarmid's report:

"The sea looked moderate from above, but was found to be actually tumbled and ugly. The long Pacific swell was from West-Northwest. A short, hard sea on top was rolling from about North by West. The landing was planned to lay the wind between one and two points on the port bow to avoid being thrown by the long swell.

"Landing was made full flap, full stall, going on at about 60 knots on top of a short, hard sea. The PBM ran her way out almost without leaving the water, but pounding very hard in the six or seven-foot sea. Runout ended 50 yards to leeward of the rafts.

"The plane taxied easily up to the rafts and engines cut to allow the plane to slide alongside. However, the plane drifted so much faster than the rafts that the last raft alongside had difficulty rowing fast enough to keep up with the plane.

"All eight survivors were aboard four minutes after landing.

"The take-off was made, after feeling out the sea on several courses, on a heading with the wind-short sea, broad on the bow, and almost paralleling the swell. The plane was taxied fast, wallowing along and pounding lightly for a few hundred yards. When a relatively flat space appeared ahead, throttles were quickly advanced to take-off power and jets were fired. With added power from the jets, the plane was thrown off by the first hard sea and held off without difficulty."

Inspection of "Old 86" when it returned to the base showed that no damage to hull or equipment had resulted from this rough landing and take-off. It brought forth high praise from Comdr. MacDiarmid and his men.

"We are thoroughly sold on the Mariner, both on its performance and its structural integrity. Already "Old 86" had been subjected to several months of rough-water testing. Seasoned pilots have been taking her out, looking for unusually rough water. Then they put her down and take off in every conceivable attitude. They ride with the swell, smash her into the swell, ride with the wind, against the wind, and cross-wind. Even the instruments have taken a beating and the jet units completely jolted out on several occasions.

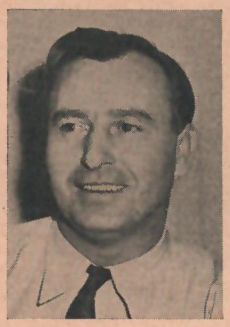
"Yet, despite all this, Old 86 was able to do this job in fine shape. A mighty durable plane worthy of the highest praise."

The other rescue of five survivors of a C-47 crash occurred six days later. The C-47 had an engine failure 800 miles offshore. Two Coast Guard Mariners took off before daylight and reached the crash area in slightly over six hours, giving radio directions to other ships which picked up the crew.

When Charles R. Shawyer, British Air Ministry inspector at Martin's for 3½ years, departed recently for England, thus closing the British office here, friends gave him a farewell party. As a memento of his time here, Joseph Paul, Chief Inspector, Plant 1, presented Mr. Shawyer with a silver tray.

THIS MONTH'S COVER

Jim Pape of the Martin-Nebraska Photo Art department, who executed the B-29 Superfortress illustration on the back cover of this month's STAR, has liked to draw and paint since he was a kid.



A native of Omaha he was a display artist before coming to Martin-Nebraska in May, 1943. After working for five months in the Production Illustration Department he transferred to Photo Art where—as he says—he does everything from "pushing" a silk screen squeegee to designing posters.

He likes to work in water colors and has shown a number of his paintings in exhibitiions at the Joslyn Memorial. His work on this month's back cover is the result of considerable research on China and on the design of the B-29 Superfortress.

The B-26 Marauder on the front cover was taken over the Martin Airport at Baltimore by Ed Eisenmeier, Photo Lab.

★ ★ ★ ★ ★ ★

Inside Transportation

When raw stock, finished parts, sub-assemblies and the like need to be moved from one place to another in the Martin plants (and gosh, what a lot of it there is to move) it's Inside Transportation that gets the call and the job.

Some articles are bulky and heavy, like boxed turrets and dies; some are very light and small and a basket of them weighs but a few pounds. It's all the same to the drivers, because there is a truck to handle each type and a skilled operator has no trouble delivering his load where it's needed.

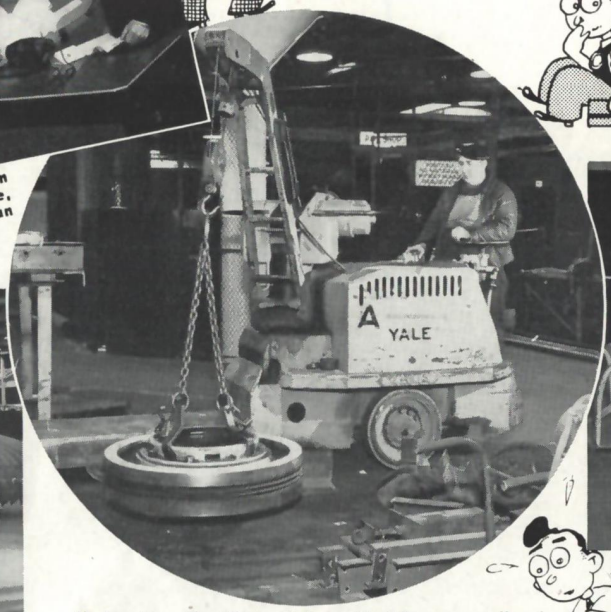
On the opposite page are presented pictures of the various types of equipment used and some of the things they move. It's quite a job I. T. does and it can be proud of the tremendous amount of freight moved right on schedule.

★ ★ ★ ★ ★ ★

INSIDE TRANSPORTATION

Transportation office staff in C Building: Sally Woodie, Laura Copenhaver and Norman Knorr.

PBM flaps are unloaded from trailer pulled by small tractor. Crewmen are Louis Kubin and Melvin Szymanski and scene is surfaces stock room, D Building.



Under the direction of Kenneth Inks, a small skid-crane lifts a heavy fly wheel in Machine Repair.

Paint shop is busy place, and here Curtis Hughes loads a pony truck with finished parts which are ready for stock rooms.

One of few women drivers is Catherine Hogan, Army Division, who gets orders for her pony truck from John O'Connell.

Over the ramp between C and D Buildings goes small tractor hauling loaded trailers. Irvin Coleman is the driver, Frank Mazzone the passenger.

Handling his lift truck expertly, Junior Smith spots a turret packing case in D Building.

Loading trailer with boxes of material are Daniel Boggs and Frank Fowler. Skid truck is driven by George Kratz.

Lift truck handles scrap-filled bins at Army Division. Operator is Raymond Dorrell.

Tractor crane dumps scrap-filled bins on A Building platform. Driver is Grover Gordon.

JAMES E. PAPE